

can ride out any reasonable sea and rise from it after repairs have been made.

A good stiff breeze will help the NC planes materially to get off the water, as by heading into it they do not need to skim over the water with such speed as is necessary on a calm day. The maximum weight carried by any of the planes during the tests at Rockaway was 28,000 pounds, but it is understood that the flight was made to-day with 28,000 pounds total weight. The weight of the flying boat itself with its navigating instruments is 15,100 pounds, so that the usual load—fuel and oil—is 12,900, if the planes succeed in getting off the water with this much overweight.

The four motors of the NC ships will burn approximately 650 gallons of gasoline an hour at 2,000 r.p.m. by the time they reach the Azores one of two motors will be idling—that is barely turning over—while the other two will be consuming only about 800 pounds of fuel an hour in propelling the much lighter ships through the air. The weight of gasoline carried at this rate will probably be less than 11,000 pounds, while the weight of the crews and provisions will be 1,000 pounds. Nine hundred pounds of lubricating oil will be carried on each plane.

The apparent start of the naval seaplanes aroused almost hysterical fears from the New Englanders along the shores of the bay and from the men of the supply ships which have served the seaplanes. All knew that despite the destroyers at fifty mile intervals the twelve men on board the two ships were flying a risky game in attempting to fly 1,500 nautical miles, a feat never before accomplished.

**How the Start Was Made.**  
The NC-1, commanded by Lieut. Commander P. N. L. Bellinger, the veteran of the NC fleet, started down the harbor first, at 5:04, and the NC-3, flagship of the NC division, followed eighteen minutes later, with Commander Towers in the forward cockpit and Commander H. C. Richardson and Lieut. David McCullough at the controls. They disappeared from view as they whizzed over the surface, their noses tilting upward, but their sterns obstinately clinging to the water. A short time later both returned and stopped near the mother ship, apparently for the purpose of getting rid of some of the excess fuel aboard.

The low flying NC-4 then came roaring into view, resulting the three seaplanes and making it likely that a trio instead of a couple of seaplanes will head for the Azores to-morrow. The two seaplanes then returned to their moorings.

A hasty examination of the NC-4 by her anxious crew revealed no defects of plane or motor which would require much time to repair, but nevertheless mechanics immediately set to work going over the jinx plane of the division literally inch by inch. Commander Reed greeted his chief on board the Argosy.

The NC-4 did not equal the speed she made yesterday from Chatham, when, with a favorable breeze on her tail, she whizzed through the air at ninety-mile land miles an hour.

The seaplane did not leave the side of the tender Baltimore at Halifax until 4:45 A. M. and then cruised about the water for a few minutes before actually taking the air on the long trip.

**Attempt Was a Surprise.**  
The attempted start of the two seaplanes was somewhat of a surprise, for Commander Towers had announced after a conference with his transatlantic voyagers shortly after noon that, because of weather conditions on this end of the course to the Azores were "not highly favorable." He at that time made no announcement concerning the flight, but the inference was that it would not start. At 5 o'clock, however, signs of activity were seen aboard the big planes. They were brought to the stern of the Argosy to permit the heating of their lubricating mechanism by steam. This was to make the circulation of the oil more certain and more rapid at the start of the flight, when the engines, stiff and cold, will be most in need of it. New propellers were installed on both planes.

The destroyer Buchanan, whose station is 150 miles from the end of the transatlantic route, steamed into port to-day to land a sick member of her crew. There are several destroyers in service along the coast, and it is believed that the Buchanan's place during her absence.

Beyond the loading aboard the seaplanes of coffee and sandwiches and a few shouts of farewell, the start of the NC ships will differ in no way from that of a trial hop of ten minutes duration. Absolutely no ceremony will take place, but a swarm of motor launches and a small seaplane will travel a short way with them by way of unofficial farewell.

**SEAPLANES MAY GO ON BIG DASH TO-DAY**  
**Officials Believe All Three Will Start Together.**

WASHINGTON, May 15.—The failure of the seaplanes NC-1 and NC-3 to get started on the transatlantic flight to-day caused no apprehension among naval officials here.

It was confidently expected that the planes, possibly accompanied by the NC-4, would get under way just before sundown to-morrow and reach the Azores some time Saturday afternoon.

The efforts of Commander Towers and Lieut. Commander Bellinger to get the NC-1 and NC-3 into the air to-day to begin the flight to Europe probably were in the nature of an experimental start, officers here said, although had the machines succeeded in lifting the heavy loads they carried, without question they would have proceeded.

The first necessity for a successful flight to Europe, it was pointed out, is that the planes should have the greatest possible supply of fuel for their engines. With a rated maximum fuel capacity of more than 2,000 pounds, there remained a "factor of safety" in the specifications of the vessels, and it is believed Commander Towers is endeavoring upon this to increase the amount of fuel with which he starts.

His purpose is believed to be to get into the air with enough gasoline in the tanks to make his vessels just able to rise and no more. Their lead will decrease with every moment of the flight as the engines burn up the gasoline, and they thus will be safe in air with any weight they are able to lift from the surface of the water.

Officers here who have been in closest touch with the plans and difficulties of the flight have counted upon at least one false start and are convinced that the machines will get away to-morrow afternoon, weather permitting.

The arrival of the NC-4, however, may persuade Commander Towers to wait even another day until that boat can be made fully ready and the original group of three planes make the start together.

## ESCAPED DIRIGIBLE IS FOUND AT SEA

Continued from First Page.

fully dirigible ride out the gale at the end of longer lines, but before this could be done the rigging on the front of the nacelle gave way. Lieut. Charles G. Little, in charge of the landing party from the Chicago, decided to deflate the envelope, and accordingly ordered the mechanics in the car to get out. He climbed in himself and made his way toward the rip cord. Then came a wild gust of wind, shrieking with what seemed to be the chilling audacity of an unholy glee. Every guy rope snapped. Lieut. Little gave a tug at the rip cord and then another more vigorously. The cord snapped in his hand as the gust struck the airship. He leaped from the car as the dirigible shot upward. Spectators gazed at the height from which he sprang as thirty feet. He sprained one ankle badly and was severely shaken up. The log of the airship was saved by Chief Machinist's Mate Crampton as he jumped out of the car just before Little.

Lieutenant Little, the jumps of the two men, the ball was upward into the full strength of the breeze and went drifting seaward. As soon as the news of the mishap reached the Chicago her wireless and radio operators, and Chief Machinist's Mate G. H. Blackburn and T. L. Mooreman, engineers, fully expected that they would start upon the transatlantic flight as soon as it was not sooner than their brother officers and friendly rivals of the heavier than air section of the navy—the NC voyagers. All the time the dirigible was in the air the refilling of the engine and the loading aboard of coffee and sandwiches—the staple rations of both bands of naval aerial voyagers—were being carried out by the Chicago.

**Commander Tells of Flight.**  
Lieut. Commander Coll and his associates, Lieut. Lawrence, Lieut. (J. R.) E. O. Campbell, co-pilot; Ernest M. Hinchman, radio operator, and Chief Machinist's Mate G. H. Blackburn and T. L. Mooreman, engineers, fully expected that they would start upon the transatlantic flight as soon as it was not sooner than their brother officers and friendly rivals of the heavier than air section of the navy—the NC voyagers. All the time the dirigible was in the air the refilling of the engine and the loading aboard of coffee and sandwiches—the staple rations of both bands of naval aerial voyagers—were being carried out by the Chicago.

At 5 o'clock yesterday morning we left Montauk Point, shaping our course through Long Island Sound to Chatham, Cape Cod," he said. "Then we put out to sea, going outside Massachusetts Bay and heading for Cape Sable on the Nova Scotia coast. We had favorable winds and the moderate breeze which had been on our tail since the start gradually increased as we headed seaward.

"Our first landfall on this leg of the journey after leaving the point of Cape Cod—that is, our first sight of land—was Cape Sable, which we saw at 5 o'clock on May 15. Making certain of our location we headed for Little Hope Island, which we made accurately on the coast line to Cape Breton.

**Ran Into a Gale.**  
"The moonlight was good at this stage of the journey and we could see land for many miles. At 10:30 P. M. we were on our way toward the islands of St. Pierre and Miquelon, south of Newfoundland. We set a course for these islands from the Cape Breton coast. Shortly afterward the clouds obscured the moon and the weather was not looking good. We had no stationary object from which to verify our course and the winds were shifting, making accurate steering exceedingly difficult.

"Our rate of speed at this time was estimated by us at forty-five miles an hour. For the greater part of the night the ship swayed and tossed in the gale, but notwithstanding these unfavorable conditions we made good progress. We passed the island of St. Pierre at 5:20 A. M. The next land sighted was the west end of Placentia Bay, some miles west of the point we contemplated reaching on our course. We were crossing Placentia Bay and later from St. Pierre.

"The exact location of the ship was unknown to us, but knowing that we were off the southeastern coast of Newfoundland the ship continued eastward. Crossing the deep inlet (Placentia Bay), the shore on the east side directly ahead of us was seen and we realized that we were crossing Placentia Bay. Soon after this we made Cape Pine, recognizing the headland. We then shaped our course easterly for St. John's, but being somewhat uncertain as to its actual situation we swerved inland and after some little time of uncertainty we spotted the railroad track about fifty miles inland from the city. We proceeded at better speed toward our destination. Thirty miles west of St. John's we made a descent over the village of Briggs Junction and communicated with the residents there. They informed us that St. John's lay eastward and in the direction in which the ship was heading.

"From that time onward to our destination no difficulty was experienced and no misgivings were entertained. We finished the voyage at good speed, having the shores of Conception Bay in sight for thirty minutes, and turning inland at Topsail, a point twelve miles west of St. John's, we sighted the Mount Pearl wireless station. Then the city of St. John's began to loom in sight. We were in wireless communication with the Chicago for an hour before picking up the city, but no assistance was directed toward us. Therefore, on reaching the outskirts of the city we returned southeasterly and crossed the high mountain range south of the port, reaching the sea one mile south of St. John's Narrows.

"Rising about 500 feet above Signal Hill we located the field which we concluded was our destination. The voyage was without unusual incident and no unpleasant experiences were recorded. All were quite satisfied and enjoyed the experience immensely. The men were feeling somewhat hungry, as their rations had been used up early in the morning.

Although Commander Coll reported the voyage was "without unusual incident and no unpleasant experiences were recorded," other members of the crew were franker.

"The C-5 performed perfectly, all right," said one member of the crew, "but the weather didn't. It was the roughest ride I ever had." Hastily, lest it seem that he had cast aspersions on the airworthiness of the little blimp drifting further and further into the northeast, he added emphatically:

"This was due to the bumpy condition of the air, not to the ship."

**Shows Quality in Storm.**  
At all times, he said, the ship showed her quality. The winds on several occasions carried the dirigible to the side or the other until the engines choked and stopped, but continued to drone on when the ship righted herself, like a buoy in a rough sea. The fog, he added, aided in puzzling the commander when the ship was uncertainly circling about over the island of Newfoundland. She nearly two hours flying in the direction from the Chicago complicated matters for the cruiser sent the bearings of the

"Forget your troubles in viewing the by-line news of others in Griffith's 'Broken Blossom' (page 1). Mr. Cohan Theatre, 44th.

Are you intelligent? Don't miss Griffith's 'Broken Blossom' (page 1). Mr. Cohan Theatre, 44th.

sending station from the C-5, and the C-5's crew interpreted them as the bearings of the blimp from the station.

On the arrival of the C-5, after twenty-five hours and forty-five minutes in the air, Rear Admiral Spencer S. Wood, commander of the base, greeted Commander Coll as he stepped onto the ground.

Commander Coll saluted and reported: "Sir, Lieutenant-Commander Coll reports the arrival of the naval dirigible C-5 from New York."

"The message to you and your crew," Admiral Wood responded, returning the salute.

Leaving the landing crew making the airship fast, the six weary voyagers were hurried by automobile to the Chicago, where they had a late breakfast and dived into bed. Commander Coll in telling his experiences to naval officers gave much credit to Lieut. Lawrence and Campbell for their handling of the ship during the numbing cold of the last night journey.

When the ship made as much as seventy miles an hour, although the average for the trip, due to the wandering over Newfoundland in the fog, was about 43 miles an hour or 17 knots. The straightaway distance of the route followed by the C-5 from Montauk was about 1,100 land or 980 nautical miles.

**NAVY MOURNS AT HARD LUCK OF C-5**

**Get Another Blimp Ready Soon, Is Promise.**

WASHINGTON, May 15.—"Well," said one high naval official when the news of the loss of the C-5 reached him, "that is all right. We will get another dirigible ready on the jump, but it is too bad that luck should fall on us when everything looked so bright for a transatlantic trip by the C-5."

The loss of the C-5 was peculiarly disappointing in view of a message received by the department from the airship's command, which made it obvious that she and her crew were ready to proceed without delay on a direct flight for Europe. The message was made public by the department follows:

"C-5 arrived safely at St. John's at 10 A. M. Trip a complete success. Ready to proceed immediately upon refueling and a few hours rest for the crew. Whole crew in excellent physical condition. No difficulties with navigation except with making St. John's with adverse winds and visibility conditions. Request orders."

**RACE OF DIRIGIBLES MAY THRILL WORLD**  
**British Giant to Start if C-5 Gets Off.**

ATLANTIC CITY, May 15.—Information that the British will attempt immediately to make a transatlantic flight with the giant dirigible R-34 if the United States Navy balloons C-5 get on an overseas trip, aroused great interest among the members of the Pan-American Aeronautic Conference here and stirred the officers of the naval air base at Cape May to begin preparations for the reception of the great airship should she elect to make a landfall on this section of the coast.

The best previous information available regarding the plans for the voyage of the R-34 was that she would not start until next month, and it was hoped to have landing facilities available here, but until local facilities can be improved the fields at Cape May and at Montauk Point provide the only possible landing places in the United States for a ship of the dimensions of the British giant.

As compared with the C-5's hydrogen capacity of 180,000 cubic feet the R-34's envelope requires more than 2,000,000 cubic feet of gas for its inflation. The British craft is supposed to be capable of a non-stop flight of 4,800 miles. She is 350 feet long, has a lifting capacity of about sixty tons and carries a crew of twenty-seven men. Her speed is slightly more than 100 miles an hour without assistance from the wind. The British Air Service is keeping details of the R-34's progress a secret, it is believed here, of beating the Americans to it.

**DALLAS-BOSTON FLIGHT BEGUN.**

First Leg, 200 Miles, Takes Army Flyers to Oklahoma City.

OKLAHOMA CITY, Okla., May 15.—Five De Havilland army planes which left Love Field at Dallas, Tex., shortly after 1 o'clock to-day on the first leg of a cross-country recruiting flight to Boston, landed at Westwood Field here this afternoon. The distance of approximately 200 miles was traversed in a little more than two hours.

The squadron is under the command of Col. H. D. Clegg, U. S. A., who piloted the first machine to land. A sixth plane which is to make the Boston flight, was already here, having made the trip from Dallas yesterday.

James Plum, pilot of the seventh machine which was selected for the cross-country flight, was unable to leave on account of illness, but will rejoin the squadron later.

**TO DISMANTLE GUN PLANTS IN AUSTRIA**

Peace Terms to Prohibit Construction Also as in Germany.

By the Associated Press.

PARIS, May 15.—The Austrian peace delegates slept late to-day in their quarters in St. Germain-en-Laye. After arising they went to their offices to prepare for the day ahead. The delegates said they appreciated the dinner served them on their arrival yesterday. No inspection of their credentials has been arranged yet.

The Austrian peace terms will be presented to the Austrian delegation Wednesday. The terms, it is understood, require the dismantling of the famous Skoda works, among other armament plants.

The Skoda armament plant is the most famous in Austria, being to the former Dual Monarchy what the Krupp plant was to Germany. Factories are in Vienna and Prague. The factory was noted for its production of large calibre howitzers, and these guns were said to have been among the most effective used by the Central Empire in the war.

The Austrian delegates strolled freely through the streets and parks to-day, apparently enjoying complete freedom of movement. There are no barriers here like those which surround the German delegates at Versailles. They have made no request thus far to communicate with the German delegation.

The failure of the Hungarian Government to respond to the invitation to send delegates to France to receive peace terms and the general uncertainty of Hungarian conditions will probably delay the Austrian peace negotiations, it is believed to-day. The problems relating to Austria and Hungary overlap so greatly that the Allies feel that many phases of them must be considered jointly.

"It is as if Diksha had spoken by means of the camera—as if Pierre Lott or Victor Gollancz had been in Griffith's 'Broken Blossom' (page 1). Mr. Cohan Theatre, 44th.

## IRISH AMERICANS TELL OF MISSION

Erin Now Almost Unanimous for Full Independence, They Report.

**LITTLE TROUBLE FOUND**

Safe Conducts Demanded for De Valera and Aids to Peace Meeting.

By RAYMOND G. CARROLL.

Special Cable Dispatch to The Sun and the Public Ledger.

LONDON, May 15.—In company with Frank P. Walsh and Edward Dunne, delegates of the Irish American Society, your correspondent made a rapid tour yesterday of the London slums. As the car sped down Fleet street and beyond the delegates conversed of Ireland, their visit and their future plans.

"We have just completed the first stage of our mission," said Mr. Walsh, "and I am perfectly willing to report to 20,000,000 of Irish birth in America on the situation of 4,000,000 Irish people left in the little island as we found it."

We commissioners are three native born Americans, lawyers of Irish parentage. We have spent ten days in Ireland, travelling upward of 1,200 miles by steam railway, visiting all sections of the Emerald Isle.

"Over there we chatted with men of all shades of political opinion and religion, large property owners, merchants, manufacturers and leaders of the Irish labor movement. In my opinion Ireland has a coherent labor movement which has direct connection with the Irish republican political movement."

"We called personally upon Lord Mayors, members of councils and heads of trades councils in every city. In Ireland we met with an enthusiastic and kindly reception and saw no sign of disturbance or expression of any disorder anywhere. In fact, we observed no evidence of force or oppression except upon two occasions when British troops appeared in the Mansion House Square, Dublin, and later on the outskirts of the city of West Port. My associates came from the latter place and I was unable to get in to look at their graves. I might mention that practically every one we met in Ireland had some connection with the Irish people or in the United States and much talk resulted concerning these relatives."

**Object of Mission.**  
Here Mr. Dunne spoke up: "There seems to be an idea that we came across the Atlantic to stir up strife in Ireland. We did nothing of the kind. We came to insist upon the safe passage of the Irish people to the Peace Conference or on in the Irish people to present the case of Ireland to the Peace Conference."

John O'Kelly and George Giffin Duffy, advance agent of the Irish government, are already in Paris. We want safe conduct across the English Channel for President de Valera, Count George Plunkett and Arthur Griffith.

The rumors of London were not as bad as we expected, for Mr. Walsh remarked: "Now over in Dublin there are probably the worst slums in the world. I visited them. Conditions are terrible. Mr. Dunne remarked: 'I was more struck with Galway falling to pieces from natural decay and grass growing on the streets, all due to the decline of shipping. It is worse than any shell riddled town in northern France.' Mr. Walsh squared himself upon the rear seat and continued on the main theme of conversation.

"If the fact should be," he said, "that Ireland is in actual physical captivity we have been instructed by the Irish race convention of America to ourselves appear before the Peace Conference if possible and act as substitute for the existing Irish government to urge recognition of the Irish Republic and secure justice. Before we left Paris we had assurances there would be no objection to the appearance there of President de Valera and his associates. We know of no change in the attitude of Premier Lloyd George, of whom we asked no special favors."

**Split in Ireland.**  
"We return to Paris armed with full authority as counsel for the Irish Republic and will call upon Colonel House

and his associates of the American Peace Commission to insist upon the carrying out of our arranged programme. We are not worried about the outcome."

"A striking thing in Ireland is the complete separation of the so-called British Government and people of Ireland. They are seemingly in touch but really they are miles apart. We could not but notice it."

"Take last Friday when the military came to Mansion House to greet Dr. O'Kelly, Robert Barton and Michael Collins. These men were in hiding. We saw the Irish volunteers join hands around Dr. O'Kelly and no British soldiers attempted to break the ring. As for Mr. Collins, who is secretary of the treasury of the Irish Republic, he had appeared that very morning before the Irish Congress and made an extensive report on Irish finances, showing that during the fiscal year the British Empire will collect sixty million dollars in excess of what it spends there."

"As for Mr. Barton who is a land owner and formerly a captain in the British army who linked himself with the Irish cause after the Easter riots, he was exchanging greetings openly with the Irish people. Mr. Barton became a convert after being one of the guard over de Valera, resigned from the army and was supposed to be in hiding but was really out in the open every day. We visited his country house: at end of a lane was the sign 'Pussie and Mr. Barton's' and found Barton. Two members of the constabulary were at the top of the lane when, with Barton and de Valera in our limousine, we came out of the grounds. The British soldiers saluted. Mr. de Valera, his brown eyes flashing said 'In the face of fundamental justice, artificial law gives way.'"

**De Valera Quite Crowded.**

"When a crowd in Dublin got noisy Mr. Dunne remarked that a British inspector of police called there. Mr. de Valera was with them and he did. When at another end of the town it looked like another row, the British military authorities asked the Lord Mayor of Dublin to say a few quieting words and he did with the desired effect. Again and again I saw unarmed Irish volunteers join hands and let the British military pass between them and street crowds."

Then I asked the two delegates if they had properly sounded the Ulster question to the Irish people. "We asked everybody about it who would talk with us," Mr. Walsh replied. "Some want modified home rule, while others want dominion rule, and the extremists want the present British control continued without change. We had P. J. Lee, court reporter of New York city, along to take down what they said and have a full record."

"One curious fact is that even prominent unionists we met objected to partitioning Ireland into two States. As for Mr. de Valera, and his associates, they are violently against the division of Ireland, and called our attention to the fact that in Ulster they had carried the majority of the counties in the last election."

The delegates said they had left Mr. Lee in Ireland to write up his notes and that he would follow them to Paris, where the Irish trip expenses will remain until the League of Nations assembly and is ready to hear the facts they have gleaned upon the Irish problem. The American delegates departed this morning for Paris.

## KOLCHAK'S TROOPS CAPTURE SAMARA

Soviet Advises People of Petrograd to Leave City Without Delay.

LONDON, May 15.—The troops of Admiral Kolchak have captured Samara, an important city on the Volga River, the Ukrainian Press Bureau at Bern says it learns from a well informed source.

The Russian Soviet government, according to reports received at Helsinki, has advised the population of Petrograd to leave without delay. All Government departments will depart from Petrograd by July 1.

It was added that connection between Petrograd and Soviet Russia will then be interrupted and the Neva River district left unprotected.

Gen. Denikin, commander of the anti-Bolshevik forces, has frustrated by a counter offensive the Bolshevik plan to bisect his army by capturing Rostov on the Don at the head of the Sea of Azov. The War Office makes this announcement to-night. The Bolsheviks have been compelled to move their positions to the northward.

## ALLIES WILL SHUT DOORS TO GERMANY

Continued from First Page.

the instant shutting down of food shipments, resulting in an absolute blockade.

Germany's situation thus appears hopeless. With her fleet gone she can offer no resistance whatever, and the Allies now have available for patrol duty all the warships that formerly had to be used for convoy and patrol duty in the Atlantic. Germany is already getting food and some raw materials, but these shipments will stop immediately if the Big Four decides to put the blockade plans into effect. Naval and military commanders already have the necessary orders. Knowing this, the Allies believe that the Germans cannot refuse to sign.

The League of Nations covenant is not having smooth sailing among the various delegations of allied countries. Leading Jugo-Slavs here use almost the same phrases of contempt for the Wilson covenant as do their enemies, the Italians. Both groups point out President Wilson's pledges to France as evidence, given by the league's chief proponent, that their idea of the league's impotence is justified. There is some reason to believe that the President is going to stress the Balkan situation as one of the

chief reasons why the Senate should not change the league covenant, conceding that as an arbiter here he has failed utterly to give satisfaction, but insisting that the league in the future can repair the damage.

Reports are coming continually into the Peace Conference that the American Senate intends to make changes in the covenant, even if it finally approves America's participation in this new internationalism. These reports have caused a distinct stir in Wilson circles. In the first place it is insisted by the Wilson League experts that if the Senate should change the covenant the least bit a situation might conceivably be brought about which would mean an end of the whole scheme.

Thus for the Senate to refuse to approve Article X, or to attempt to change it after the covenant had been adopted here would mean virtually that America would be a limited member of the league at best. It would be impossible to recon-

vene the conference to approve the changes suggested by America. This might be done by members at their first meeting through the procedure outlined in the covenant, but in the event that America had made any conditions she would not be a member and could not well officially participate in this meeting. Therefore, as President Wilson's friends explain, the Senate must approve the covenant as it stands.

The President, they say, will point out all this in his message, and will make the fight of his life to prevent the slightest change, feeling that any change on top of the scepticism and criticism in Europe might mean the failure of the entire world league plan. This is one of the reasons why the President obviously is trying to the almost every question in the treaty to the League of Nations in one way or another, and he is expected to continue this plan in the Austrian, Turkish and Bulgarian treaties.

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